FRANCE SENDS HER SONS TO FIGHT THE NAZIS IN NORWAY

France joined with Britain in sending troops to oppose the Nazi invaders of Norway, and early reports spoke of the presence of the famous Chasseurs Alpins among the French forces fighting on Scandinavian soil. The remarkable photograph above shows a contingent of determined-looking poilus on a French quayside, about to embark in an hour or so for Norway. The men's kit is piled up, ready for the moment of their departure.

Photo, Wide World

Critical Days on the Norwegian Battle Front

Although no real appreciation of a fast-changing situation is possible, this chapter gives in summary form the position of the war in Norway at the end of April, when, for a fortnight the Allies had been battling on Norwegian soil and the British withdrawal from Aandalsnes had not yet been announced.

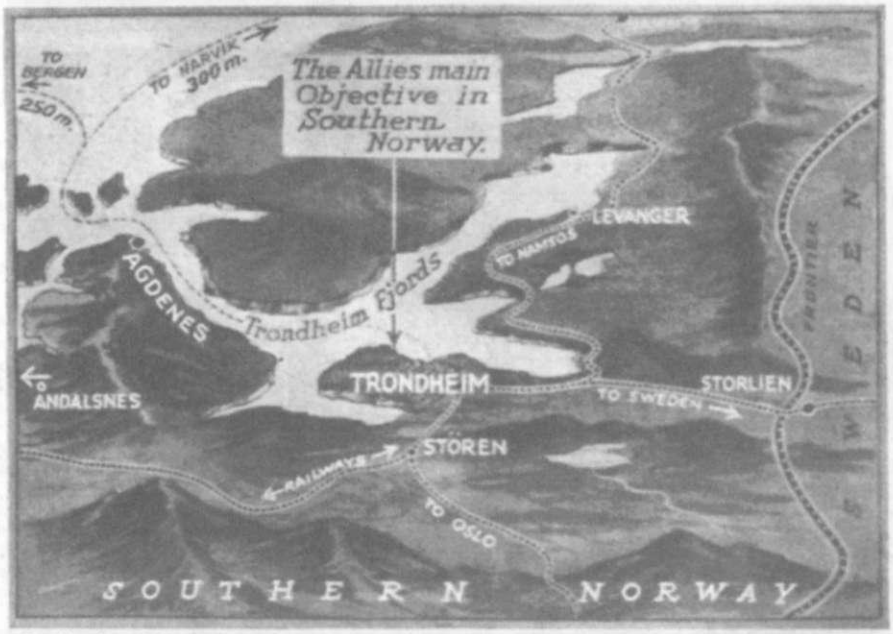
AFTER three weeks of thrust and counter-thrust, of raids and excursions and alarums, the war in Norway crystallized into a struggle for Trondheim, the history-mellowed city which, alas for its peace and security, finds its place in Scandinavia's strategical gateway.

Seized in the early hours of April 9 through that combination of treachery, bluff, and daring military initiative which stood the Germans in such good stead, Trondheim was garrisoned by a small but powerfully armed force under Colonel Weiss. Hardly had the Nazis established themselves in the town when they were threatened by Allied landings both to the north at Namsos and to the south at Aandalsnes. As soon as the Allied troops were brought ashore they were moved towards Trondheim by rail and were able to approach within fifty miles of the city before they encountered any serious resistance on the part of the Nazis.

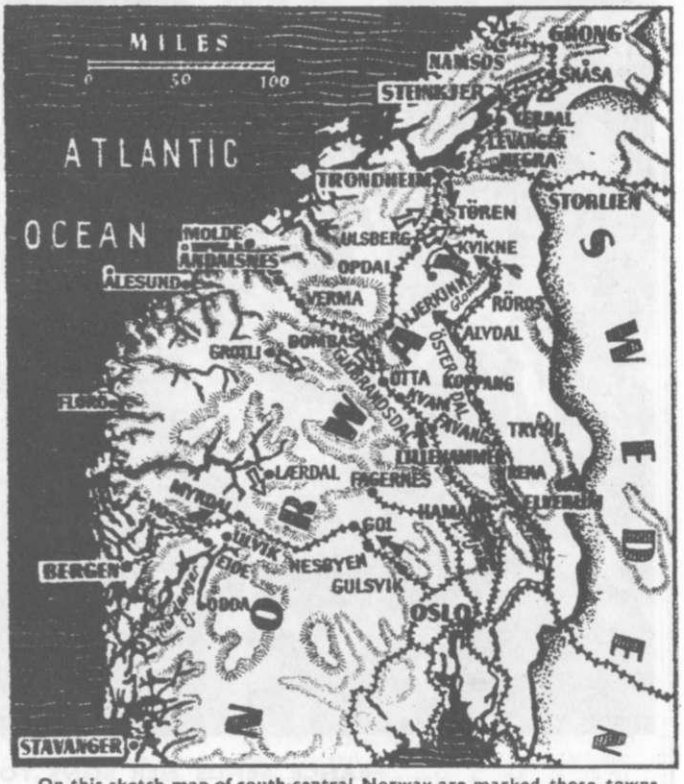
With Trondheim threatened, the German commander in Oslo, General von Falkenhorst, dispatched strong forces northwards along the two almost parallel valleys, the Gudbrandsdal and the Osterdal, which act as natural highways from the comparatively low-lying country north of Oslo to the hills and dales of the Trondelag, Trondheim's fertile hinterland. Before the onward rush of the German mechanized columns the Norwegian troops, local levies hurriedly mobilized and ill-equipped, were forced to fall back before they had any opportunity of destroying the bridges or blocking the railway tunnels in the one valley or the other.

The Allied Command in Norway was quick to realize the approaching danger, and British troops were rushed to the Gudbrandsdal, where they linked up with the Norwegians at Lillehammer. The advancing Germans were checked for a time—but only for a time, and the Allied troops were compelled to withdraw up the valley in the direction of Dombaas. Some miles to the south of this vitally important railway junction another line of defence was organized, and the Allies were reported to have received considerable reinforcements in the shape of British and French troops landed at ports on Nord Fjord and Sunndals Fjord, south-west and north-east of Aandalsnes respectively. In the Osterdal the German advance was remarkably swift, and after some initial resistance in the regions of Kongsvinger and Elverum, their advanced column arrived at Röros before receiving any definite check. Their advance in the direction of Stoeren was hampered owing to the tunnels on the railway line having been blocked by the Norwegian forces, but the Germans, not to be outdone, endeavoured to take the Allies in the rear by dispatching small bodies of troops across the mountains—through the deep winter snows and by tracks which were little more than goat paths. Soon the Nazis were claiming the occupation of Stoeren and to have established a connection by land between Oslo and Trondheim.

Meanwhile, to the north of Trondheim the front was stabilized in the neighbourhood of Stenkjer, where according to an American journalist, Mr. Leland Stowe, cabling from a town on the Norwegian-Swedish frontier, a British force of two battalions—according to him, undertrained and deficient in anti-aircraft guns, 'planes, and field artillery—were routed by the Germans. This sensational story was denied by the War Office, which, however, admitted that British troops in this region had withdrawn, although they were not followed up by the enemy who were now reported to be



As this pictorial map shows, Trondheim is a veritable gateway to central Norway. It is situated on the shores of a deep-water fjord, and from it run several important railways. Agdenes, at the mouth of the fjord, is the site of a powerful coastal battery.



On this sketch map of south-central Norway are marked those towns which came into prominence in the course of the Allies' efforts to prevent the Germans in Oslo from linking up with their fellows at Trondheim. The white arrows indicate the Allied advances, while the black arrows show the approximate movements of the German troops.

Bitter Fighting in the Struggle for Trondheim

digging themselves in. Whatever the nature and the extent of the reverse, it was obvious that the German resistance was of a most determined character.

In all their operations the Germans made full use of their Air Force, and in this first phase of the campaign, at least, they enjoyed local superiority in the air. The ports where the Allied troops and stores were disembarked were subjected to an almost continuous air bombardment; marching columns were machine-gunned from the air; and the positions taken up in the forward zone were also heavily "strafed." Separated by some 400 miles from their bases in Britain, the fighter 'planes of the R.A.F. were at a serious disadvantage, and a fortnight had elapsed before anything in the nature of an airfield could be secured in Norway itself. This Nazi supremacy in the air was not neutralized by the Allied control of the seas; rather that control was loosened, as capital ships constitute too vulnerable a target to be brought in shore, where their heavy guns might have been employed in demolishing the coastal batteries.

This, then, was the position on the Norwegian war front at the end of April. Only three weeks earlier men at home and abroad, puzzled by the seeming stalemate on the Western Front, had asked themselves when was the war going to begin. That the war had now begun in real earnest was very apparent, although the issue was not yet clear. In the far north at Narvik the German troops were cut off, and their surrender to the Allied detachments seemed to be a matter of time. In southern Norway the Germans possessed no uncertain advantage, as was made only too clear by the Premier's statement on May 2 that any idea of taking Trondheim from the south must be abandoned and that all British troops had been withdrawn from Aandalsnes "under the very noses of the German 'planes." In the central region between Oslo and Trondheim the Nazis fought in a characteristically hard and brutal fashion to overwhelm the Norwegian defence.

At the end of April, 1940, Nazi troops were reported to have penetrated inland to the village of Voss (above), 40 miles east of Bergen on the Oslo line.

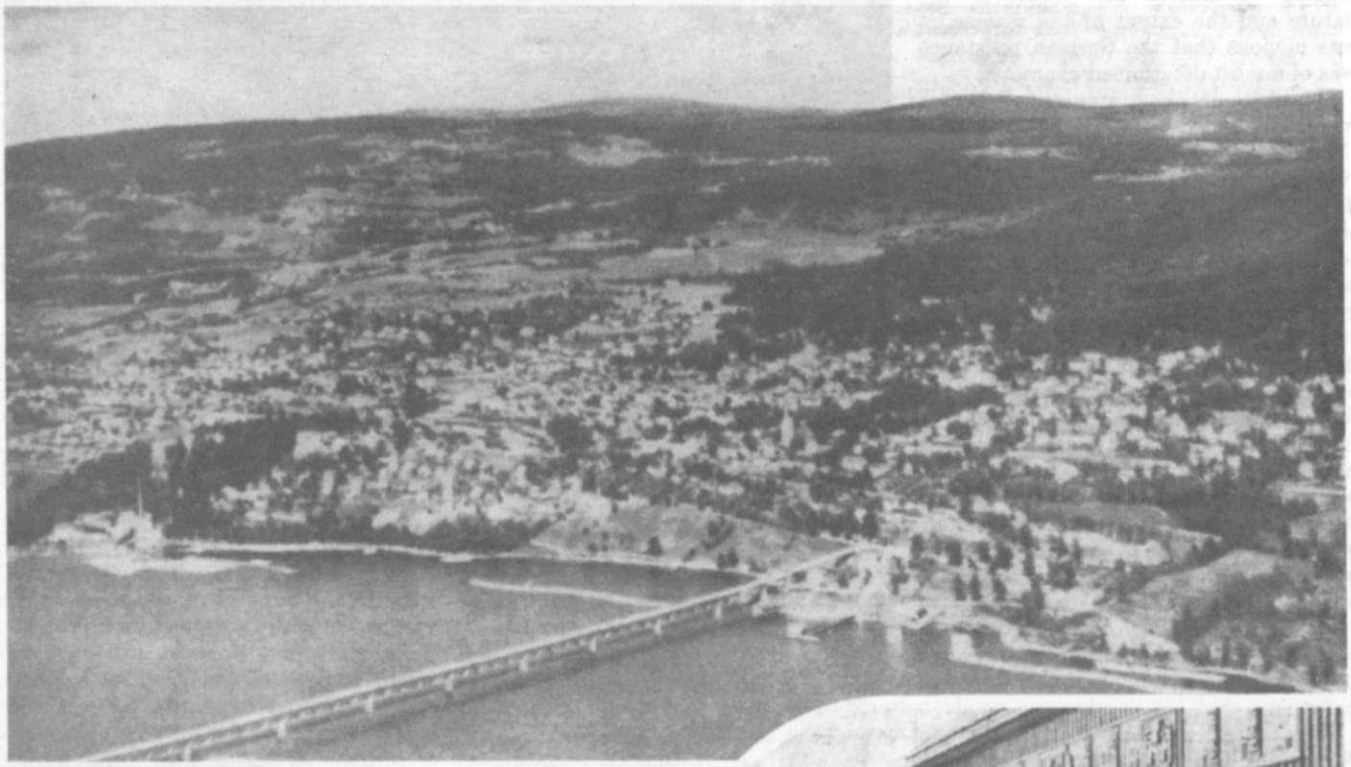
To what extent this state of affairs had been envisaged by Herr Hitler when he dispatched his armada is a matter of surmise, but it would seem that he had in mind nothing more and nothing less than the occupation of Norway's strategic centres in so sudden and complete a fashion that the Norwegians would be cowed into acquiescence with an already accomplished fact. That anticipation was falsified by the native courage and love of independence of the Norwegians and by the speed with which the Allies were able to dispatch an expeditionary force to the support of the most recent victims of Hitler's aggressive urge. The Fuehrer wanted Norway, we may presume, because of the facilities it might offer for air and submarine bases whence he might prosecute with greater chances of success the war against Britain. We may imagine his chagrin when, having seized the vital aerodromes and harbours, he found that his high-handed action had brought down on his head a first-class war—a war on a front which he had not chosen, a war in country where tanks were at a disadvantage and with which there was no communication by way of the friendly land.

Now in Norway the battle was joined. Yet, despite all the flame and fury, it was not clear that on her soil would the war be won or lost.

In the invasion of Norway the Nazis have found it most convenient to send reinforcements by air to such landing grounds near the coast as there are. Above is seen a party of German soldiers at an Oslo airport ready to march away from the enormous 4,000 h.p. Junkers transport monoplane. Details of how the feat was accomplished of moving thousands of men and their equipment by air are given in page 491 of this volume.

Photo, Associated Press

To These Haunts of Peace War Has Come



Lillehammer, a town of 6,000 inhabitants on the Oslo-Trondheim line, was practically destroyed in the course of German air attacks. Above, a view of this one-time pleasure resort. Right is the railway station at Dombass, at which town the British put up a heroic resistance.

The British and Norwegian troops have been reported to be in action against the Nazis near the shores of Lake Mjösa. Above is seen a wide stretch of Lake Mjösa—former haunt of tourists—from Toten on the western shore. The magnificent country south of Hamar forms a splendid background to this strangely peaceful scene, one that is typical of Southern Norway in its rich and varied beauty.

Photos, Kerstin Taralrud and "The Times"

Here on Norwegian Soil Britons Have Set Foot

The little port of Aandalsnes, one of the bases at which Allied troops in south Norway were landed and later evacuated, is seen in the top photograph. It is the terminus of a branch line of the railway from Oslo to Trondheim; the junction is at Dombaas. The port is a small one, and in peacetime it is used chiefly by coasting ships. Between Aandalsnes and Dombaas lies the grand and rugged Romsdal Valley, with mountains rising precipitously from the valley floor and with few tracks out of the valley, seen above.

Photos, Topical

Not a Man Was Lost on the Way to Norway

Tantalizingly meagre as have been the official accounts of the formation, departure, voyage and landing of the first contingent of the North Western Expeditionary Force, enough has been revealed to compose the sketch given below. From beginning to end, the operation would seem to have been executed without a hitch.

AFTER thirteen days at sea one of his Majesty's destroyers was ploughing her way home through the storm-driven waters of the North Sea. In the course of her spell of convoy duty she had been attacked twice by enemy aircraft and had seen something of the Fleet Air Arm's onslaught on German craft in Trondheim Fjord. Her men were thinking longingly of the warmth and comfort of the port that lay ahead, but suddenly a message came to change course and make for a certain rendezvous. Arrived there, they at first saw nothing save a rolling sea and dark masses of storm clouds piled up on the horizon. Then the clouds broke, and far away in the distance they discerned a mass of ships patrolled on the fringes by British destroyers. One of these was forthwith hailed, and after the formal recognition signals, there was this interchange :

Captain to Captain : What have you got hold of there ?

Reply, Captain to Captain : The Spanish Armada.

It was the British Expeditionary Force on its way to Norway.

Not many hours before, that variegated collection of ships had been assembled off Britain's east coast, and in the hours of dark had been brought to the quays, there to receive a rich freight of fighting men and war material. The soldiers had been rushed to the ports by train or had marched miles on foot through the mud. Hardly had they arrived on the quays when they were sent aboard, and the loaded ships were tugged away to make room for more. Mountains of material were unloaded from an unceasing chain of lorries, and as swiftly transferred to the waiting holds. With feverish haste, and yet with truly military efficiency, the vessels were loaded, the men and their equipment embarked. Then in the grey light the ships were grouped and ordered into position by the greyhound-like destroyers, and all assembled, this new Armada set out to sea.

For two days, or maybe three, they were on their way. Then to starboard there loomed up the snow-crowned mountains of Scandinavia. Some of the naval units, we may be sure, had gone on ahead to spy out the land, and were already stealthily nosing their way up the fjords where lay the ports selected for disembarkation. Eyes were glued on the sea, ever alert for the emergence of a menacing periscope ; others swept the skies with their glasses on the look-out for enemy 'planes ; yet others scanned the shore for indications of enemy batteries that might convert the landing into a Gallipoli.

Still the Armada came on, and at last the first ships packed with troops and equipment were allowed to approach the little piers already guarded by British marines with bayonets fixed. But the dangers were still very present, and the difficulties were only just beginning. It was a comparatively easy matter to transport the Expeditionary Force from Britain ; much more difficult was it to get it ashore. All Norway's ports and harbours worthy of the name were in German hands, and the Allies had to make do with tiny landing-stages.

By barge and lighter and naval launch the men were somehow got ashore, and rushed to where the Norwegians were resisting the invader as best they could. All too soon the news of the landings came to the Nazis' ears, and just above the little towns of Namsos, Aandalsnes, and the rest, the swastika'd warplanes flashed their ominous shadow. Bombs were dropped by the score ; the piers were damaged, the harbour buildings set on fire ; out in the fjord ships were machine-gunned and one or two were sunk. In between the raids the work went on, however, and the new Expeditionary Force managed to take firm hold of its little corners of Norwegian soil. There were casualties, but these were officially stated to be remarkably few, and, moreover, the Allies could claim that in the passage of this first contingent across the North Sea not a man had been lost.

The B.E.F. in Norway today has sheepskin coats, the wool, as seen right, being a lining to thick weather-proof material. Left, British soldiers bound for Norway have made themselves as comfortable as possible on one of the lower decks of an outward-bound transport.
Photos, British Official : Crown Copyright, & P.N.A.

This soldier of the French Expeditionary Force to Norway is wearing the full kit issued to those who are to fight in Northern climes. It is warm and completely waterproof.
Photo, Planet News

Britons and Germans in Europe's New Cockpit

The opportunities that the Norwegian countryside offers to troops who know it can be gathered from this photograph. German troops are lying prone by the roadside to get what cover they can from sharpshooters in the hills.

APART from their intrinsic interest, the two photographs reproduced in this page are worthy of close attention, for they illustrate in a very remarkable way the wide difference in the use to which the camera is put by the British and the German Governments. The German photograph at the top of the page shows the war dramatically; the men are actually taking shelter against enemy fire, and, moreover, the setting affords a convincing picture of the extraordinarily difficult nature of the country in which fighting is taking place. The British photograph, on the other hand, though both pleasing and peaceful, gives neither information nor inspiration. It shows nothing of the nature of the countryside, and indeed, is such a scene as might be snapped in many a village in Surrey or Hampshire when Army manoeuvres are in progress. Doubtless there are mountains in the background, but the camera failed to find them.

Both photographs, it may be noted, tend to show the difficulties which face the rival armies. In the past the "cockpit of Europe" has been in comparatively flat country, and in this century good roads and strategic railways have been one of the most important factors in warfare. Norway is a rugged and mountainous country, and the possibility of new lines of communication is remote.

One of the first photographs of British troops in Norway to reach this country is reproduced here. At a point at which the N.W.E.F. disembarked, soldiers are being loaded in lorries. Motor vehicles of all sorts were pressed into service for railways are few and inadequate. On the right is a Norwegian liaison officer. *Photos, Central Press and British Official; Crown Copyright*

Norway's Army Is a National Militia

Until a few weeks ago little had been heard of Norway's army, but that she has an army—and a brave and capable one—is now fully in evidence. Below we give full details of its strength, composition, and organization, and some account of its disposition in the field of war.

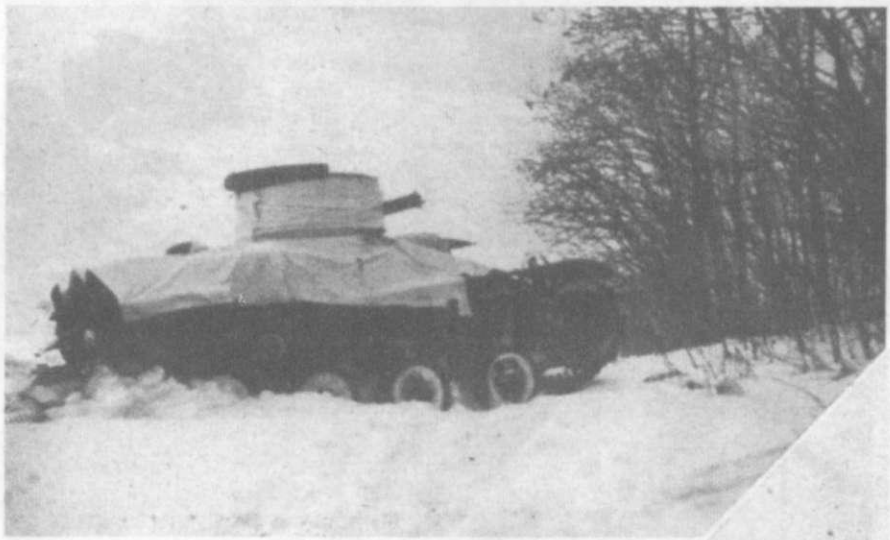
FAR removed from Europe's centre of political gravity, Norway has never felt it necessary to establish an army on continental lines. Rather she has relied on a form of compulsory service that resembles the militia which for so many centuries was the mainstay of Britain's home defence.

All male Norwegians are liable to compulsory military service from the age of 18 until the age of 55. Between the ages of 18 and 20 the men are called up only in time of war, but during the following twelve years they are liable to serve in the regular army, receiving training varying in length according to the arm of the service; in the first year it is from 72 to 126 days, and in three of the subsequent years, 24 days, making a maximum total of 198 days in the twelve years. From 33 to 44 the men belong to the territorial army or "Landvaern," as it is called, and from 45 to 55 to the "Landstorm," which is composed in effect of *all* men capable of bearing arms and is called out only in time of national emergency.

According to the latest available returns, the strength of the permanent force is some 1,100 officers and nearly 4,000 N.C.O.s, and the numbers of militiamen who pass through their hands in the course of a year are between 12,500 and 15,000. The troops are organized in six infantry divisions, and there are in addition six battalions of heavy artillery, eight signal detachments and nine of sappers and miners; training schools are in being for all branches of the service.

In addition to definite military training, young Norwegians are trained to shoot with the rifle at their high schools, and through the numerous voluntary rifle associations tens of thousands have learned to shoot—and shoot well.

The First Division has its headquarters at Fredrikstad, south-east of Oslo, and it was on this division that the brunt of the German attack fell in the course of the Nazi advance on Oslo; taken unprepared, a considerable proportion of the men who had been mobilized were forced to retire across the frontier into Sweden, where they were interned. The Second Division is based on Oslo, and it, too, was unable to mobilize its full strength, although it eventually went into action in the neighbourhood of Hamar.



The Third Division, which is based on Kristiansand, is believed to be mobilizing as speedily as the conditions of the country allow. The Fourth Division, based on Bergen, is reported to be in action in the Bergen district, though the fact that its base town is in German hands cannot but militate against its effectiveness. In somewhat better case is the Fifth, which in peacetime has its headquarters at Trondheim, and is now linked with the units of the Allied Expeditionary Force which have landed at Namsos. Finally, there is the Sixth Division near Narvik, which is composed of soldiers drawn from the Lofoten Islands and from the province of Finmark. This division, under General Fleischer, was able to complete its mobilization as its centre is at Harstad in the Lofotens, which was not included in the sphere of German attacks—at Harstad, indeed, British troops are reported to have landed.

Since the war began it is understood that some 40,000 Norwegians have been mobilized, about half of them on the Finnish-Norwegian frontier, and the mobilization order of April 9 probably brought another 60,000 men to the colours. All in all, Norway may be able to put into the field a total of 225,000 in the Landstorm, not all of whom can have received even the minimum of training, and 134,000 of regulars and Landvaern.

With regard to equipment, Norway's infantrymen are armed with Krag-Jörgensen rifles and the Madsen and Colt machine-guns, and their field artillery is the Erhardt Q.F. gun of 7·5 cm. Their uniforms are greyish-green.

This Norwegian ski-patrol reminds us that military ski-patrols originated in Norway, the home of the ski, in 1710. When the war broke out there was still snow in many parts of Norway, and this Norwegian tank (centre), similar to the German 12-ton 20-m.p.h. tank, is cleverly camouflaged with white sheets.

Photos, Planet News and International Graphic Press

Struggling for Mastery in Norway's Skies

In the opening days of the war in Norway the Germans were able to offset in some degree the Allies' command of the seas by their own marked superiority in the air. Here is an appreciation of the difficult situation which confronted the Allied commander in this first phase of the fighting.

"It was like Hell let loose!" Such was the forceful phrase in which a British officer on the Headquarters Staff of the North Western Expeditionary Force summed up the German air raids on Namsos, one of the ports at which the Allied troops were landed in the opening days of the campaign. Another English officer said that, though he had served two-and-a-half years in Flanders during the Great War, he had never experienced anything like the bombing to which Namsos had been subjected.

From the moment when the Germans became aware that the town was being used as an Allied base, Namsos received the attention of their raiding 'planes. There was one day in particular in which the raiders came over in waves and bombs fell on the little town at the rate of seventy an hour. In the course of this prolonged "strafing" Namsos was practically wiped out, and considerable damage was done to the military stores which had been accumulated on the quayside. Most of the bombs dropped were 500 lb., but there were several of 1,000 lb. The destruction was completed by the fires started by numerous incendiary bombs. Fortunately the civilian population of the place had been evacuated by order of the British commander. At the same time, the experience of landing troops—most of them men who had never been under fire before—and war stores of every description, from field artillery to cases of bully beef and "Woodbines," must have been exceedingly difficult and at times hazardous.

That experience was repeated all too often, for at the outset the Germans had an undoubted supremacy in the air. From the first day of the invasion they had made use of their air arm to the fullest extent, both in transport—they rushed reinforcements to vital spots by troop-carrying 'planes, and also dropped heavily armed parachutists behind the Norwegian lines—and as offensive weapons in the bombing of the lines of communication of the Norwegians and the Allies. As in Poland, so in Norway, the Nazi High Command used bombers as their advance guards.

What Germany Has Lost

Aeroplanes Definitely Down up to Midnight, April 30, 1940

As shown in official Air Ministry Bulletins

West Front	38
North Sea	44
Britain and British Coast	40
Scandinavia	35
Total by R.A.F.	157
" France	21
" Belgium, Holland and Luxemburg	4
" Denmark	3
" Sweden	10
Total German Losses announced	195
Rough (unofficial) estimate of 'planes damaged in Norway	100
Probable Total	295

Surprisingly fast as the mechanized columns were able to move along the none too good Norwegian roads, the German warplanes could travel much faster, and a hundred or two hundred miles ahead of the ground forces the bombers rained down death and destruction on the little harbours in the fjords, where, without any proper port equipment, an army was struggling ashore with all the ponderous impedimenta of modern war. Not only the bases, but the railways, roads, and mountain tracks which led from the shore to the positions held by the Allied outposts far up in the Norwegian valleys were bombed and machine-gunned all through the eighteen or nineteen hours of the April days.

Against this unremitting air assault the Allies were unable at the outset to muster any really effective defence. As soon as possible they mounted anti-aircraft guns landed from the Fleet, but the real defence against the bomber is the fighter—and Britain's fighters had their bases 400 miles across the North Sea. At the instant of the campaign's opening the Germans had made sure of the only five aerodromes which Norway possessed—the two at Oslo, and those at Kristiansand, Stavanger, and Vaernes, a few miles

Polish ships which escaped Hitler's clutches when he overran Poland helped to carry British troops to Norway. Some of them were attacked by German bombers, and this dramatic photograph shows a bomb exploding in the water a few yards from a Polish transport in a Norwegian fjord. The 'plane, a Heinkel, was promptly shot down. Inset, the commodore of the transport discusses with some of his officers their narrow escape.

Photos, G.P.U.

Germany's Air Fleet Is Paying the Price

Shot down in flames over the North Sea by one of our fighters, a Heinkel bomber burns itself out while a British destroyer stands by for any survivors. *Photo, Fox*

north-east of Trondheim; and, furthermore, the aerodromes of Denmark were only 200 miles away, and those of Germany itself were not much more distant.

When the Allied Expeditionary Force arrived in Norway they were assured of no airfield, and the 'planes engaged in the operations—apart from those of the Fleet Air Arm—had to make the double journey to and fro across the North Sea. Britain's Spitfires and Hurricanes are fighter machines of superb quality and performance, but they carry fuel for something less than a journey of 1,000 miles, so that, operating from, say, Scotland, they could have little petrol available for air fighting above Norway. To establish new airfields on Norwegian soil was easier said than done, and when every day, every hour even, that passed meant an addition to Germany's power in the peninsula, the Allies had to make the best of the material at their immediate disposal. Thus, at one stage their air arm was operating apparently from the frozen surface of a lake.

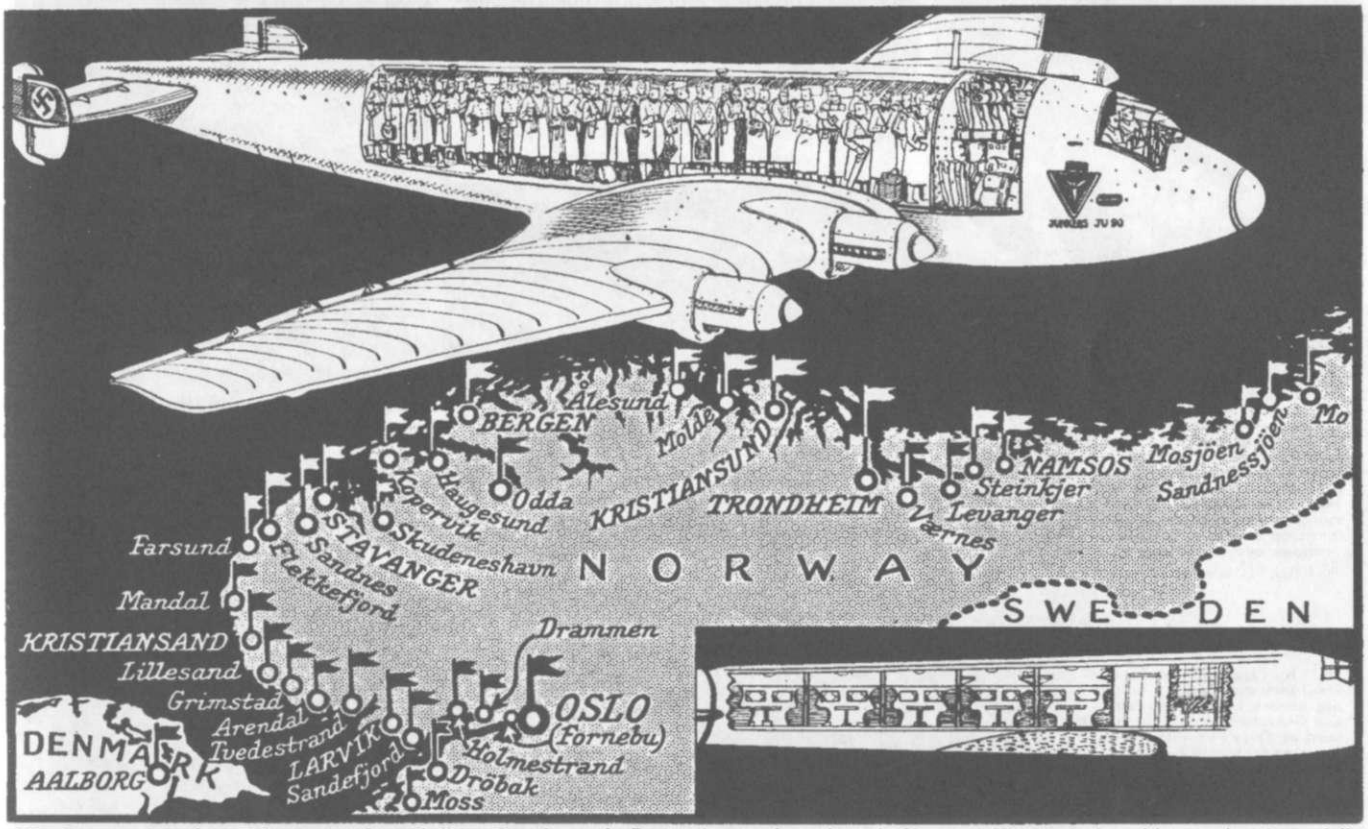
Here we have in effect a "Nazi-eye view" of Norway. The remarkable photograph, centre oval, taken through the whirling propeller of a German 'plane, shows the kind of country over which our men have to fight. In the foreground can be seen part of the 'plane's engine. Above is a view from a Nazi bomber of a German bombing raid near Oslo. *Photos, Planet News and Central Press*

In the course of a week or so the Allies succeeded in establishing a number of anti-aircraft batteries which at least compelled the enemy to fly high; and there were reports, too, of the intervention in the air fighting of British fighters on a greatly extended scale.

But even so, the continued predominance of the Nazi air arm was manifest; and more and more the struggle in Norway seemed to resolve itself into one between the country which was unchallenged mistress of the seas, and that which—sometimes and in some places—had secured the mastery of the air.

Nazi Parachutists Dropped to Death in Norway

Germany has made several unsuccessful attempts to drop troops by parachute. The 'planes used for this purpose are old types of 3-engined Junkers 52. About 20 men are carried in each. The men are heavily laden, carrying folding bicycles, radio sets, parts of tents and food, besides small "Schneiser" sub-machine guns firing 30 rounds (see figure just leaving 'plane). Because the men are so heavily burdened the "static line" method of releasing the parachute is used. To the back of the parachute is attached a stout cord which is fixed to the inside of the 'plane. When the soldier jumps out the cord rips the cover from the parachute (as seen in the diagram) and the parachute opens. The cords are left swinging in the slipstream with the parachute covers attached. Many of these parachutists have been buried in the snow or picked up with broken legs.



The Germans have been flying troops from Aalborg Aerodrome in Denmark to various places in Norway. The method used is to strip a huge civil passenger 'plane of all seats, luggage racks, etc., and cram it with soldiers. The 'plane shown in the drawing is a Junkers 90. These great 'planes carry normally 40 passengers and a crew of 4 (see inset drawing), but the Germans claim to carry 50 soldiers per journey (standing, of course). Besides the huge 5 mile long aerodrome and seaplane base at Stavanger (one of the most up-to-date aerodromes in Europe) there are big airports at Oslo, Kristiansand, Bergen and Trondheim. Most of the other spots marked on the map are simply landing grounds of varying size and suitability.

Specially drawn for THE WAR ILLUSTRATED by Haworth

Big Guns and More Men for the Aggressors

Although the Germans claim that they invaded Norway as a retaliatory measure against the British minelaying in Norwegian territorial waters on April 8, it has been proved that the invasion was a carefully prepared plan. German troops landed simultaneously at many remote points, and the photograph on the left shows a landing on the sparsely populated shores of a fjord.

Photo, Keystone

One of the points which the German troops contrived to occupy was the fortifications overlooking Trondheim; below is a photograph of a Nazi soldier standing on the top of one of the camouflaged works. The powerful land batteries seized from the Norwegians were reinforced by naval guns landed at strategic points along the fjord.

Photo, Planet News

With Norway's gates opened to them by traitors within and with an expeditionary force not only mustered but rehearsed, it was not perhaps remarkable that the Germans were able to secure within the space of a few hours not only the Norwegian capital but the most important of the country's ports. Once landed they hastened to consolidate their vantage, and so it was that the efforts of the Allies to dislodge them converted Norway into the scene of a large-scale war.

Another mouthpiece for Dr. Goebbels' lying propaganda is the Oslo radio station, which was one of the first objectives of the German troops when they treacherously managed to take Oslo. Above are two Nazi soldiers scanning the countryside from a platform on one of the enormous wireless masts.

Photo, Associated Press

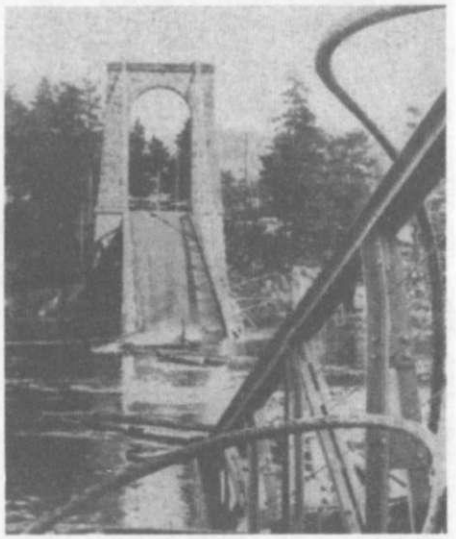
With the newly-seized Denmark only a day's sailing across the Skagerrak, the Germans were able to land at Oslo not only reinforcements but heavy guns. One of these guns is seen on the right being dragged and pushed along one of the Norwegian roads whose surface has been made treacherous by the spring-time thaw. With such guns the Germans hope to keep the Allied warships at bay.

Photo, Keystone

Every Norwegian's Watchword is 'No Surrender'

As few carefully-planned defences were available, the Norwegian soldiers made use of such barricades as this overturned motor-car.
Photo, Planet News

These two Norwegians, one of them carrying over his shoulder a sack of high explosive, have just blown up a railway bridge.

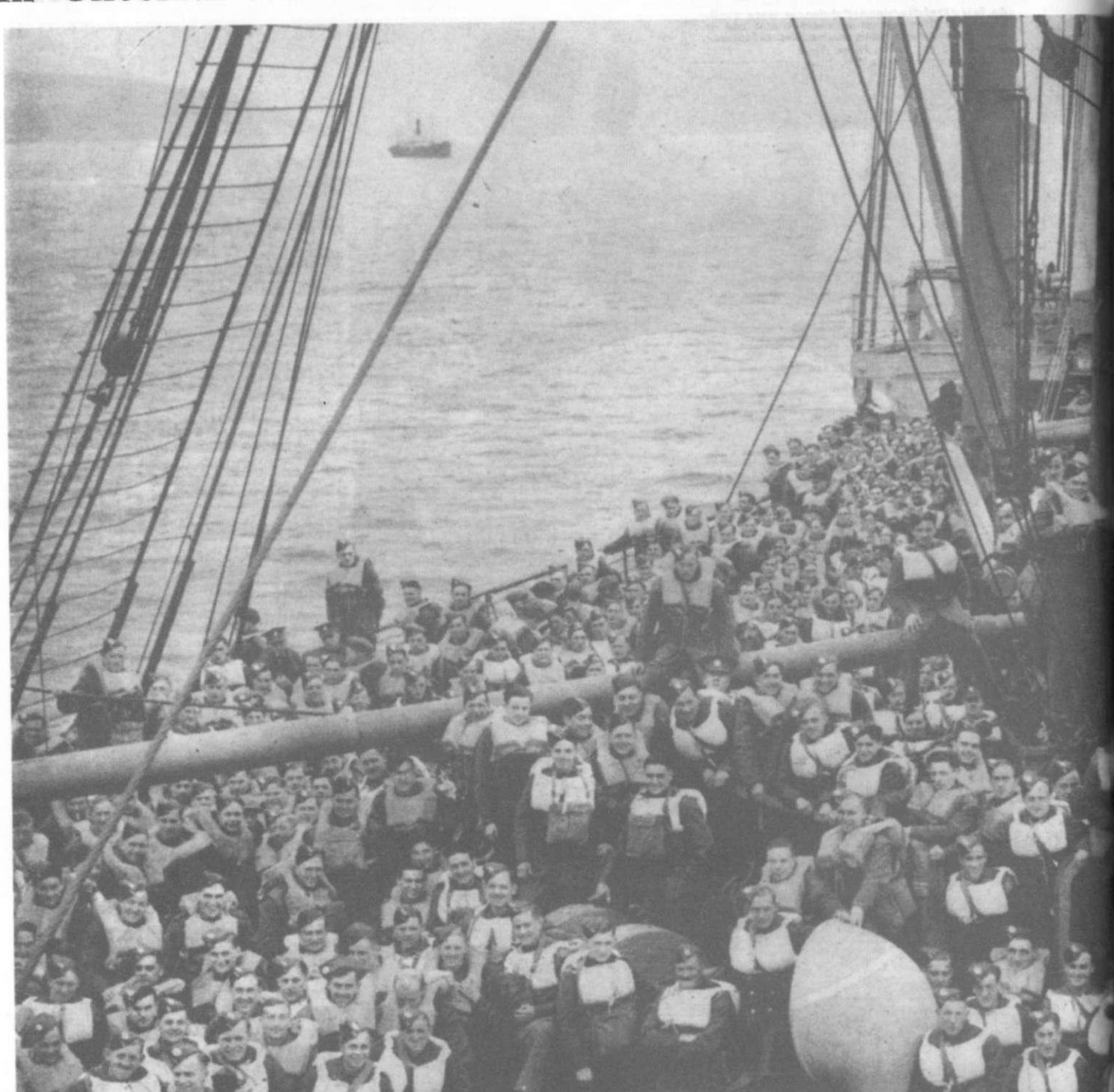


Left, a group of Norwegian soldiers are cheered by the news from their high command that Allied help is on the way. Above is one of the bridges destroyed by the retreating Norwegians.

This long line of Norwegian motor-lorries was driven over the frontier into Sweden to save them from capture by the Nazis.

Above is a bridge destroyed by the Norwegians to delay the the enemy advance and temporarily repaired by the Nazis.
Photos, Associated Press and Keystone

In Cheerful Mood Men of the N.W.E.F. Set Sail for Norway—'Norroway

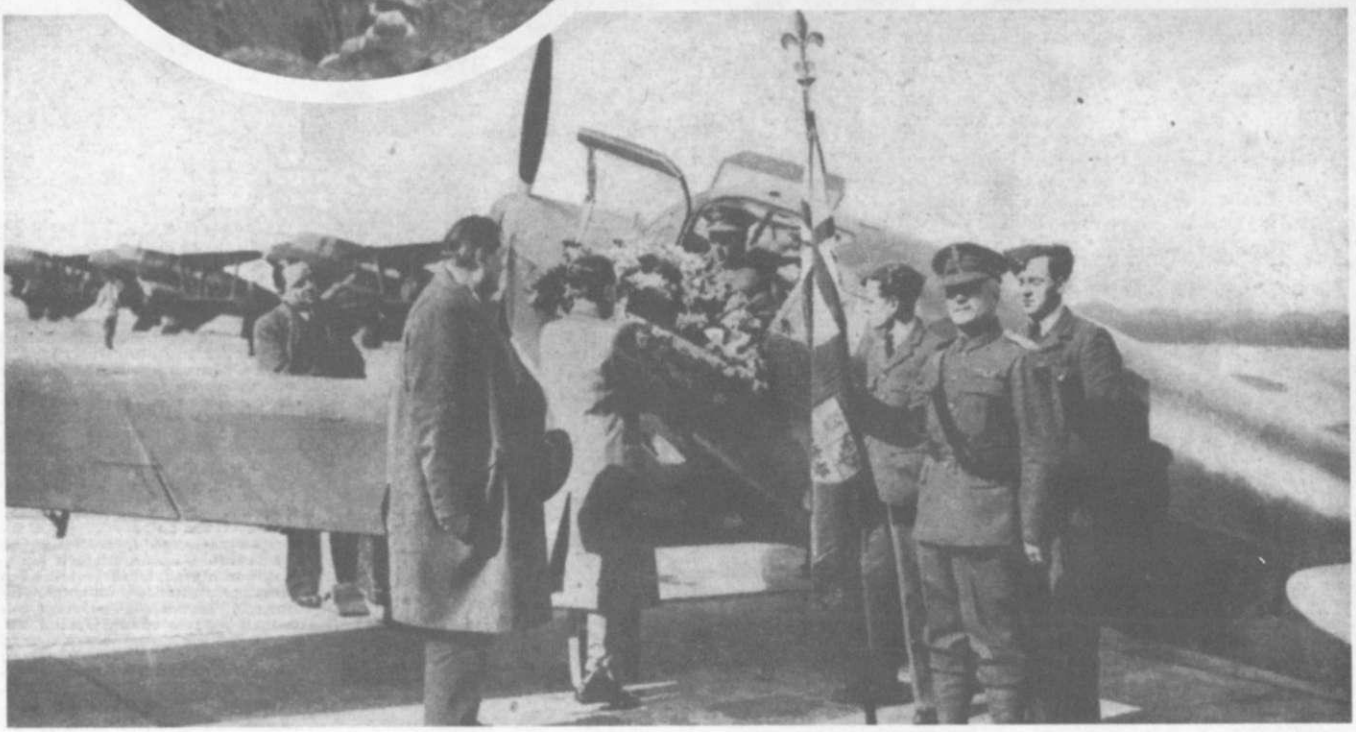


From War to War Canada Remembers Vimy

THE Canadian ceremony at the striking Vimy Ridge memorial was, of necessity, a simple affair on April 20, 1940, as the Canadian Legion of War Veterans was unable to be represented. An R.A.F. pilot dropped a wreath from the air, and this was laid on the Canadian memorial by officers of the Royal and Canadian Air Forces.

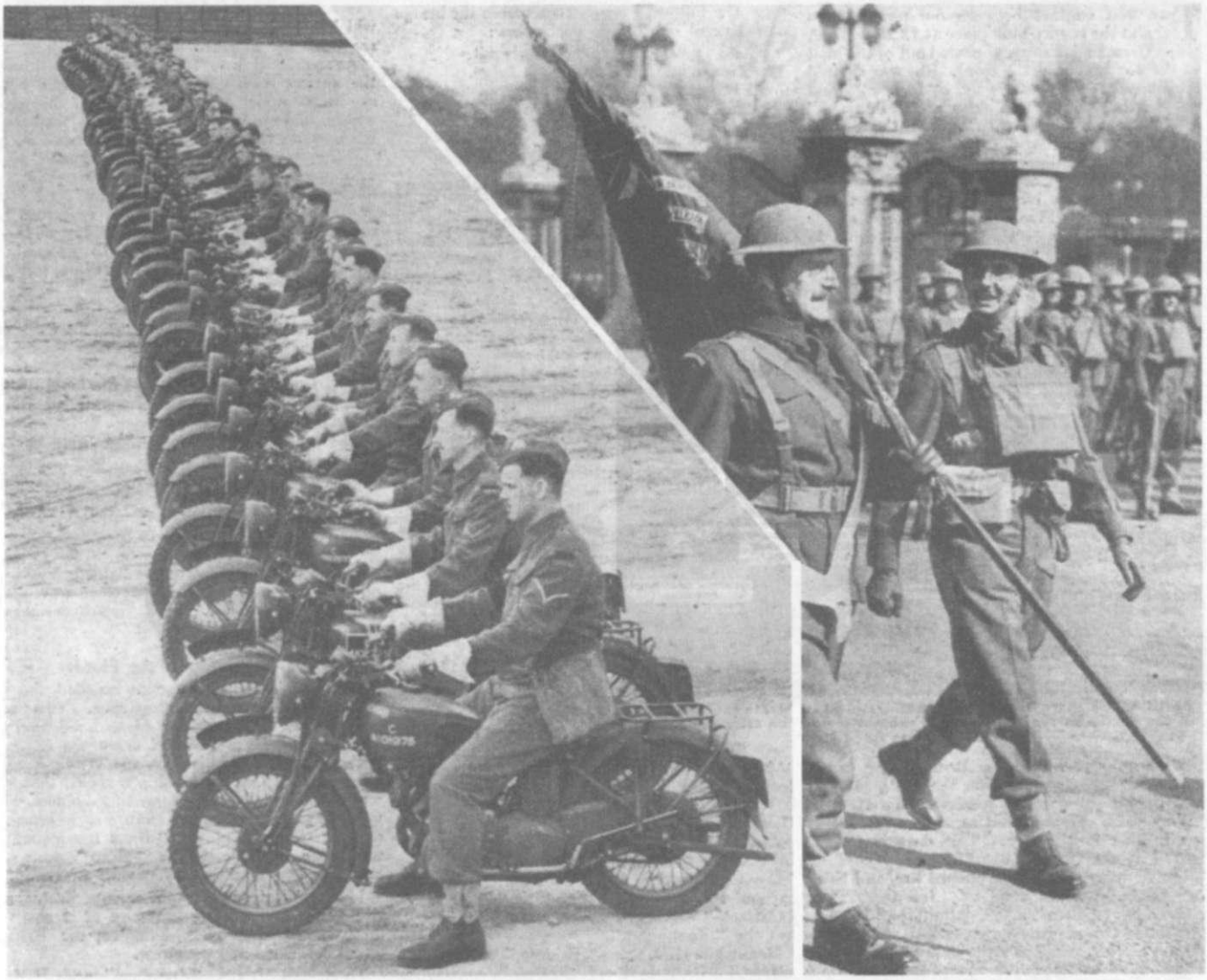
Photos, British Official: Crown Copyright

The simple Canadian Vimy Ridge memorial ceremony (top left), April 20, 1940, provides an impressive contrast to the battle of April 9-10, 1917, of which an actual photo is given in the circle. Below is the 'plane which dropped the wreath, and above officers saluting it.



Canada's Sons Guard the Empire's Head

H.M. the Queen paid a visit to Aldershot on April 8 to inspect units of the Canadian troops who have arrived in this country. Here Her Majesty is inspecting a unit of the Toronto Scottish, of which she is Colonel-in-Chief. Her Majesty is carrying her service-type gas-mask during the inspection. Among the Canadian troops inspected by the Queen on this occasion was a unit of the Saskatoon Light Infantry.



On April 17, 1940, for the first time in history, a detachment of French Canadians, the Royal 22nd, took over the duties of King's Guard at Buckingham Palace; on the right an officer of the old guard (Welsh Guards) carries the Colours, while beside him walks an officer of the new guard—the Royal 22nd. The orders to the French Canadians were given in both French and English. The contingent of the Royal Canadian Mounted Police (left) which has arrived in this country has been mechanized, and the men are mounted on motor-cycles.

Photos, G.P.U., Fox and Planet News

How 'Warspite' & Her Destroyers Cleared Narvik

The sequel to the heroic fight of the Second Destroyer Flotilla at Narvik (see page 466) took place on April 13, when H.M.S. "Warspite," accompanied by destroyers, entered the fjord and accounted for seven German destroyers. The following bulletin issued by the Admiralty gives a full account of this magnificent feat.

THE weather was misty (says the Admiralty statement), with low clouds and drizzle, when at noon on Saturday, April 13, a British naval force steamed up the head of Vest Fjord towards Ofot Fjord and Narvik.

The force was led by H.M.S. "Icarus," and consisted of the destroyers "Icarus," "Hero," "Foxhound," "Kimberley," and "Forester," the Tribal class destroyers "Bedouin," "Punjabi," "Eskimo" and "Cossack," and the battleship "Warspite."

It was under the command of Vice-Admi. Whitworth, who flew his flag in the "Warspite." The battleship "Warspite" is one of the ships of the "Queen Elizabeth" class, of 30,600 tons, mounting eight 15-in. and eight 6-in. guns.

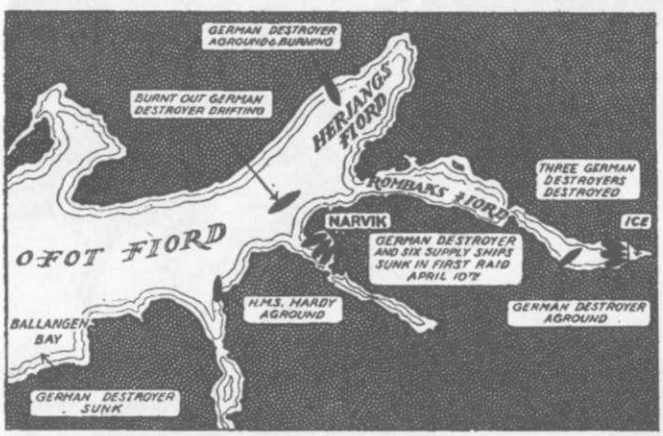
To take so large a ship through the long, narrow approach to Narvik was in itself a feat of navigation.

It was, moreover, attended by great risks, since it was known that German destroyers lurked in the fjords, and there was no knowing what traps they might have laid.

The 'Warspite' Opens Fire

THE first contact between our naval forces and the enemy took place at 12.26 p.m. A German destroyer appeared out of the mist on the south side of the fjord. She was sighted almost simultaneously by "Icarus" and "Bedouin." These two ships and "Punjabi" and "Cossack" opened fire, but the enemy turned away and disappeared into the mist.

At 12.45 a German destroyer loomed up on the starboard side of our forces. She was at once engaged by our destroyers, whose fire she returned. Five minutes later another German destroyer of the same class came in sight and joined in the action. Our destroyers thus had two targets to engage. A few minutes later the "Warspite" opened fire.



Based on the chart issued by the Admiralty to illustrate their account of the Battles of Narvik, this plan shows the position after the second engagement on April 13.

Some minutes before the British force came abreast of Ballanger Bay, on the south side of Ofot Fjord, warning was received from H.M.S. "Warspite's" aircraft that an enemy destroyer was lurking in the bay. This destroyer was sighted by the "Icarus" at 1.07 p.m.

The German ship at once opened fire, and this was immediately returned by "Icarus." The destroyers "Bedouin," "Punjabi," and "Eskimo" also engaged this enemy destroyer as soon as they came in sight of her.

The German destroyer made an obstinate resistance. She was subjected to a murderous fire and in eight minutes was ablaze forward, amidships and aft, but one of her guns was kept in action until silenced by the "Warspite."

While this action was in progress the British destroyers were still under fire from the two enemy destroyers to the east of them. More enemy destroyers appeared, until there were six enemy ships zigzagging about ahead of the British force. Having dealt with the enemy destroyer in Ballanger Bay the "Icarus," "Bedouin," "Punjabi" and "Eskimo" shifted their fire on to these enemy destroyers.

A "dog fight" ensued, with all ships firing rapidly and making large alterations of course to dodge the fall of salvoes and keep their guns bearing. Many German salvoes fell close to the British ships at this period, but owing to skilful manoeuvring no ship was hit.

By 1.45 p.m. the destroyer action had developed into a series of running fights between our ships and the enemy, who were fighting on the retreat all the time.

The commanding officer of one of the British destroyers stated in his narrative that "our ships got well into their stride. By 2 p.m. the enemy was beginning to show the damage."

A Decisive Half-hour

So far as this destroyer action was concerned, the half-hour after 2 p.m. was decisive. The following is an extract from the bridge narrative of one of the destroyers:

1.58	p.m.	One enemy badly hit.
2.02	p.m.	Shore batteries firing.
2.03½	p.m.	Enemy destroyer on fire.
2.05	p.m.	German destroyer hit by torpedoes. Another enemy on fire.
2.10	p.m.	Enemy fired torpedo.
2.14	p.m.	Another enemy destroyer on fire.
2.15	p.m.	This enemy again hit.
2.24	p.m.	Two explosions in second enemy destroyer to catch fire.
2.26	p.m.	Two explosions in another burning enemy destroyer.

It seemed that this was the end, but four German destroyers, one of them badly damaged, fled up Rombaks Fjord, dropping smoke floats as they went.

Thus, by 2.30 p.m. three of the enemy had been destroyed. One was a blazing wreck in Ballanger Bay; one drifted derelict north of Narvik, abandoned by her crew, who were swimming for the shore; the third had beached herself in Herjangs Fjord, to the north-east. The German destroyer had an enormous column of black smoke coming from her, and two large explosions followed at short intervals.

Neither the Germans' gunfire nor their torpedoes had any effect on the British ships.

While the destroyer action was in progress H.M.S. "Warspite" was bombarding the shore batteries in the vicinity of Narvik harbour. In this the "Warspite" was assisted by the "Cossack," which went close in to Narvik harbour and silenced an enemy howitzer. The "Cossack" was supported by the "Punjabi" and the "Foxhound."

Meanwhile H.M. ships "Eskimo," "Forester," "Hero," "Bedouin" and "Icarus" gave chase to the enemy destroyers which had retired up Rombaks Fjord. Rombaks Fjord is to the east of Narvik and is about 10 miles long. It is narrow, and there are two places in the fjord which had to be passed without being able to see what lay ahead.

Leading Seaman F. Woods is one of the latest survivors of the "Hardy" to reach this country. He is here seen at his home in John Street, Devonport, celebrating his return with his small daughter Barbara.

Photo, "News Chronicle"

As soon as H.M.S. "Eskimo" passed through the narrow neck half-way up Rombaks Fjord she came under fire. The German destroyer, which had been badly damaged, had been beached on the south side of the bend in the fjord, and opened fire as the "Eskimo" came into view. H.M.S. "Hero" reached the narrows to support the "Eskimo," but could go no farther. There was not sufficient sea room in the fjord to manoeuvre. It was, therefore, left to the "Eskimo" to silence the enemy. This was soon accomplished, but the "Eskimo" received some damage.

H.M.S. "Hero" then took the lead and advanced round the bend in the fjord to discover what lay beyond. She was supported by the "Kimberley."

Right up against the ice at the head of the Rombaks Fjord lay the remains of three German destroyers.

The most northerly lay almost beam on and appeared undamaged, but there was no sign of life on board her. Only the bows of the middle one showed above water. The other was on fire aft, but seemed otherwise all right.

At 4.20 p.m. the "Hero" and "Icarus" sent armed parties in whalers to investigate the two German destroyers which remained afloat. The whalers were on their way when the northernmost German destroyer slowly sank. She had been scuttled.

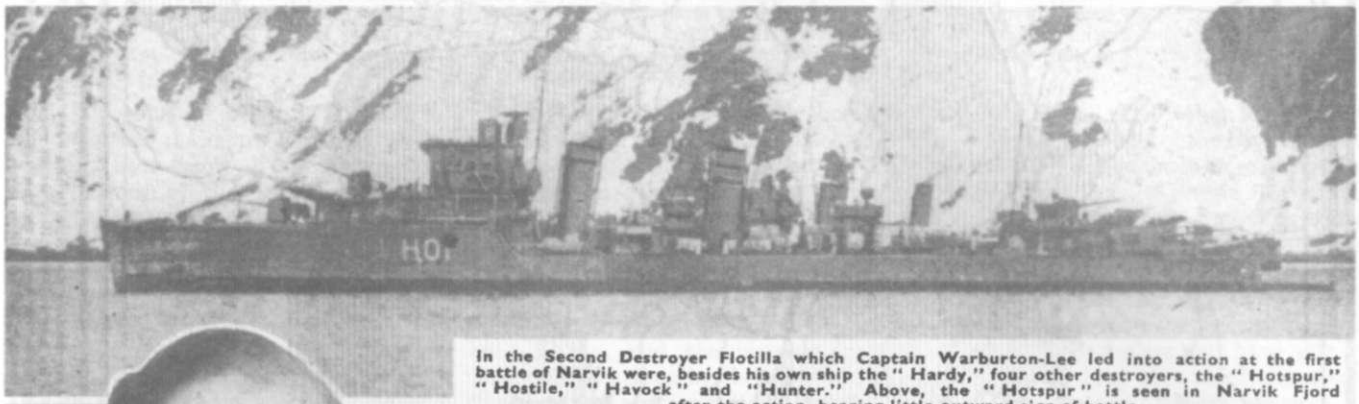
In Possession of the Fjords

THE British armed parties boarded the remaining German destroyer. This was found to be named "Hans Luedemann." Men of the "Hero" hauled down the German ensign and rehoisted it with the White Ensign above it. Search of the ship revealed that she was deserted except for one wounded officer, who was taken on board the "Hero" as a prisoner of war. Salvage of the "Hans Luedemann" was not practicable, so the "Hero" sank the last of the German destroyers with a torpedo.

Having destroyed seven enemy destroyers and silenced the shore batteries at a cost of three British destroyers damaged, the British forces reformed and withdrew.

They left H.M.S. "Ivanhoe" and H.M.S. "Kimberley" in possession of the fjords. Later that night H.M.S. "Ivanhoe" rescued the survivors of H.M.S. "Hardy" from Ballanger.

After Narvik's Battle-Smoke Had Blown Away



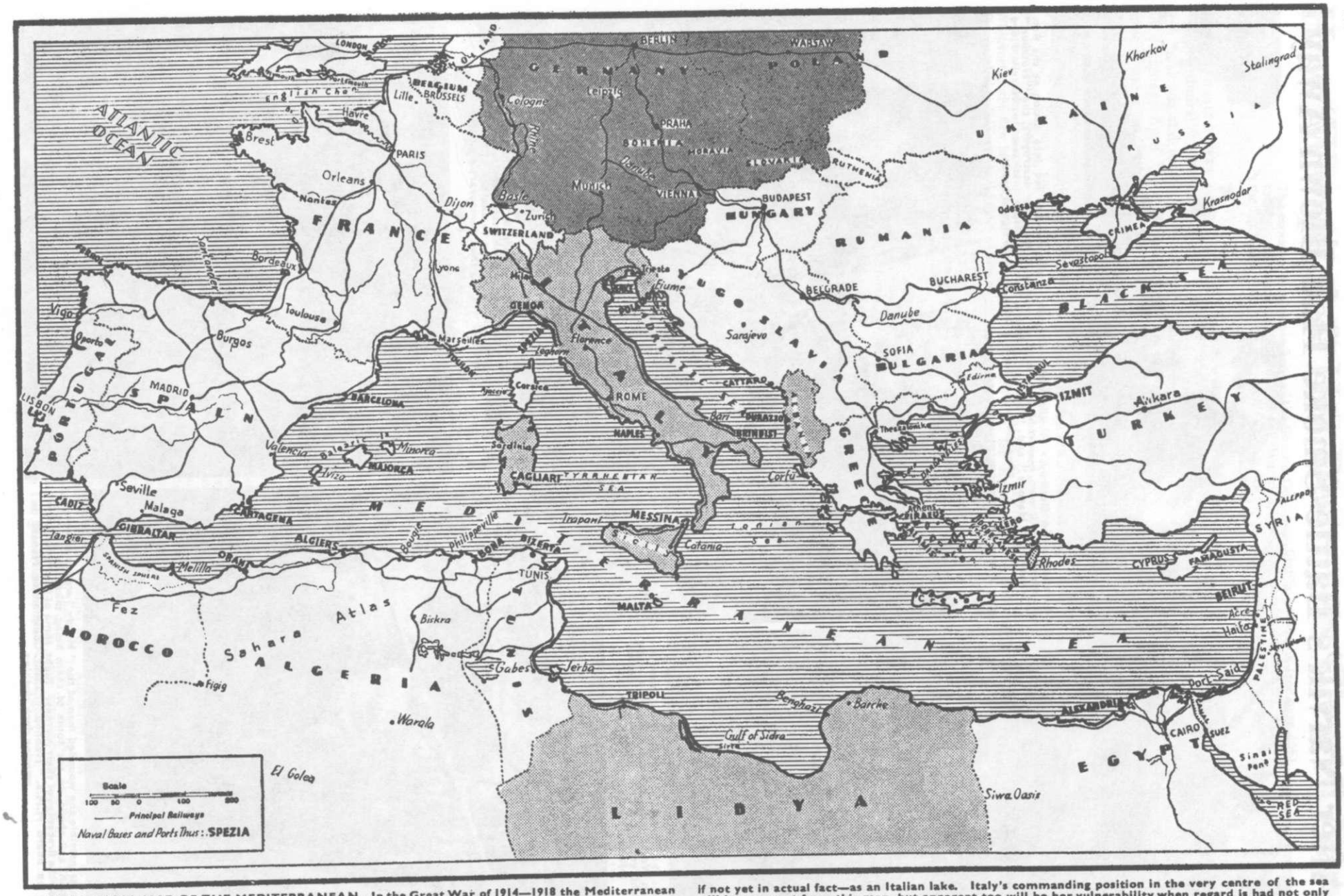
In the Second Destroyer Flotilla which Captain Warburton-Lee led into action at the first battle of Narvik were, besides his own ship the "Hardy," four other destroyers, the "Hotspur," "Hostile," "Havock" and "Hunter." Above, the "Hotspur" is seen in Narvik Fjord after the action, bearing little outward sign of battle.

Above is Paymaster-Lieutenant Stanning, Captain Warburton-Lee's secretary, who finally took charge of the ship, and, though himself injured, managed to beach her.

The unwounded survivors of the "Hardy" were brought home as soon as they could be reached by British destroyers. Above, some of them are transferring from one destroyer to another. The "Hardy's" men are still wearing their temporary rig-outs.

Photos, G.P.U.

As soon as possible the wounded men of the "Hardy" were embarked for Britain, and above we see some of them being taken on board a launch on the first stage of their journey. Right, some of the "Hardy's" officers on board H.M.S. "Ivanhoe." Lieut.-Commander Mansell is wearing dark clothing.



STRATEGICAL MAP OF THE MEDITERRANEAN. In the Great War of 1914—1918 the Mediterranean was the scene of active military and naval operations, but in the Second Great War—up to the spring of 1940, at least—it had heard no thunder of the guns, although it was the scene of the most constant watch and active preparations for a state of war that might come at any moment. The storm centre was Italy, who since the end of the last war has come to look upon the Mediterranean—in anticipation, if not yet in actual fact—as an Italian lake. Italy's commanding position in the very centre of the sea will be apparent from this map, but apparent too will be her vulnerability when regard is had not only to the length of her sea coast but to the fact that both the entrances to the sea—Gibraltar and Suez—are controlled by Britain, while the only remaining outlet—that which leads into the Black Sea—is commanded by Turkey, Britain's firm ally.

If Mussolini Took the Plunge into War

Eighty or a hundred years ago, when Italy was struggling into unity, she had no greater friend than England, and the ties of common culture and sympathy were strengthened by the sense of dangers shared in the Great War. Of late the two countries have drifted apart, but in both there are those who, despite the newspapers, believe that an Anglo-Italian war would be a disaster to civilization.

Is Italy going to join in? That is the question that sprang to mind when on the morrow of the mysterious conversations at the Brenner, followed so shortly by the Nazi invasion of Scandinavia, the Italian Press suddenly developed a most pronounced pro-German attitude.

With the honourable exception of the Vatican organ, the "Osservatore Romano," the newspapers of Rome and the provinces gave the most glowing (and highly imaginative) accounts of German "victories" in Norway, and endeavoured to show that Britain's sea power was now altogether obsolete. German accounts were printed in the most prominent position on the front pages, while the Allied communiqués were printed in small type in the most insignificant position. At the same time there was a story that Bari, the Italian port on the Adriatic facing Albania, had been closed—though this was subsequently denied—and much publicity was given to the Italian naval manoeuvres which were being carried out on a larger scale than usual. In Italy and without there were those who thought that the signs pointed to a conversion of Italy's state of "non-belligerency" into one of active war.

A declaration of war by Italy against France and Britain might seem to be exceedingly unlikely, although it is on the cards that in the event of the three Totalitarian Powers—Italy, Germany, and Russia—coming to an agreement concerning the partition of the Balkans, Italy might mine the Adriatic and endeavour to snatch from Yugoslavia her Dalmatian seaboard. But this state of semi-war could not last for long, and Italy would then find herself exposed to all the risks and hazards which up to now she has so skilfully evaded.

Of all the countries of the Mediterranean, Italy is the most vulnerable to attacks from the sea, not to mention the air. Her coastline is as long as that of the British Isles, and she has several islands—Sicily, Sardinia, and the Dodecanese in the Aegean—which would be tempting objects for naval attack. Rome and many other Italian cities are within easy range of naval guns. Moreover, Italy is absolutely dependent on her imports for her life, and 86 per cent of those imports arrive by sea—by way of the Mediterranean whose western and eastern gates, Gibraltar and Suez, are both held by Britain. Yet again, as the result of her new-found imperialism, she has given hostages to fortune in the shape of Libya and Abyssinia. The former is separated from Italy by about 300 miles of sea, and its chief town, Tripoli, is within easy range of French bombers operating from bases in Tunisia. Abyssinia is 2,500 miles distant by way of the Suez Canal and Red Sea, and the Italian transports and troopships would have to run the Allied blockade just outside Suez. It would be no difficult matter for Abyssinia to be invaded either from the Anglo-Egyptian Sudan or from Kenya, and the invaders might expect to be helped by the native tribes, who even now are in a state of unrest.

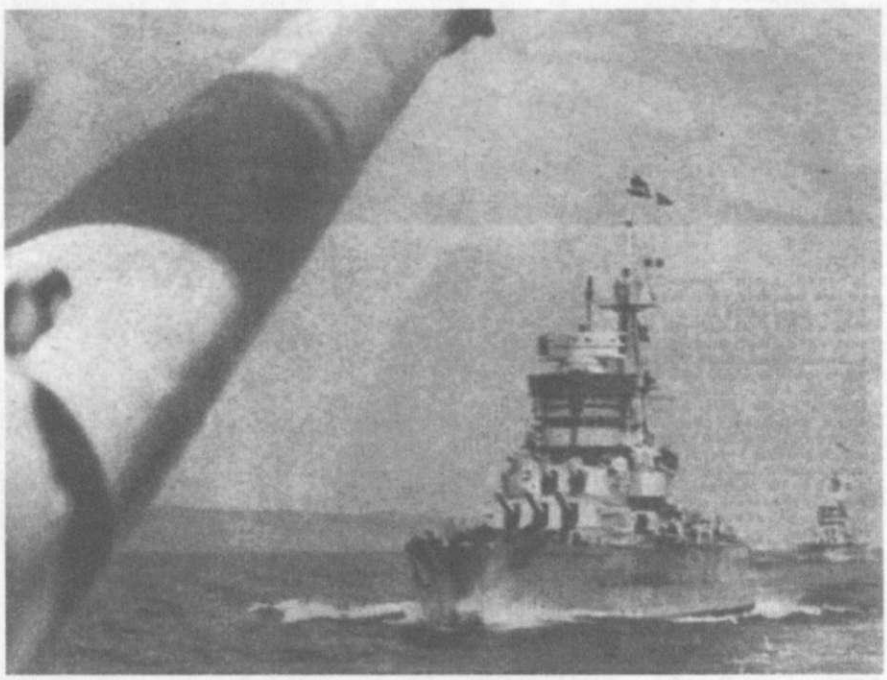
Italy Has a Good Navy

On the other hand, it must be remembered that Italy has a navy—and a powerful one. It is particularly strong in torpedo boats and submarines which might operate with considerable effect against Allied commerce in the Mediterranean; but in battleships (5), cruisers (21), and flotilla leaders and destroyers (61), her fleet would be inferior to the combined Franco-British fleet in the Mediterranean.

Italy's Air Force has a reputation for dash and efficiency, and she is said to have over 2,000 first-line 'planes. Then as regards her army she is supposed to have over a million men under arms at the moment, and Mussolini has bragged about being able to throw eight millions of soldiers into the fight.

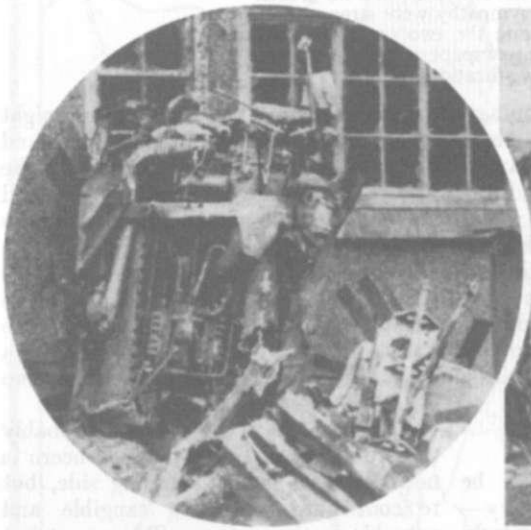
Malta, Britain's naval base in the Mediterranean, might be bombed by Italian 'planes—it is improbable that it could be taken. The Italian army might invade France by way of the Riviera—and just as easily, and perhaps more likely, the French army might invade Italy and strike at her most vital industrial regions in the Plain of Lombardy. The Italian army in Libya might strike west at Tunis or east at Egypt, but Egypt's army is strong and British-trained, while the French in Tunis declare they have never a qualm of anything that the Italians can do in the deserts of northern Africa.

In this war as in the last, it is probably true to say that Italy's main concern is not only to be on the winning side, but to contribute something tangible and valuable to the victory. She cannot but realize that, if Germany should win, Italy would be little more than a German protectorate — and the present-day Italians have no love for the Nazis. On the other hand, in the event of an Allied victory to which Italy had not contributed her part, she might not only expect to be excluded from the peace conference and the consequent sharing out of any spoil that might accrue, but she might be required to give up some of those overseas territories for which she has been compelled to pay so heavily in blood and treasure. These thoughts and others like them are well calculated to haunt the imagination and perplex the mind of that present-day Machiavelli who sits, a lonely figure, in the marble vastness of the Palazzo Venezia.



In the matter of battleships Italy ranks fifth amongst the navies of the great powers. Of her total of five, four, including the "Conte de Cavour," seen in this photograph are old ships recently completely reconstructed; they each carry ten 12·6-inch guns. The fifth is the 35,000-ton battleship "Vittorio Veneto" commissioned in April, 1940, the first of four of the same type; her armament includes nine 15-inch guns.

When a Nazi Bomber Crashed at Clacton



An engine of the Heinkel which crashed at Clacton on April 30 came to rest up against a house (circle). Neighbouring houses (above) also received serious damage.

LATE in the night of April 30–May 1, 1940, a Nazi Heinkel III bomber was heard circling low over the town of Clacton-on-Sea. It had been crippled by our anti-aircraft fire and was seeking a suitable spot for landing. Apparently one of its engines had failed, and as the machine was carrying a mine the crew must have known the dangers attending a forced landing. After 35 minutes the roar of its engines ceased; and rapidly losing height, the bomber crashed close to Clacton High Street, and only about 200 yards from the sea front. For some time the blazing petrol tanks prevented anyone approaching the aeroplane. One or two people had actually come towards it when, some minutes after the crash, the mine it was carrying exploded. It was the terrific force of this explosion that caused the major disaster and the very severe damage to so many houses in this seaside town. Later the bodies of four Germans were found in and around the wreckage.

It may seem surprising that a bomber carrying a mine exploding just outside a house (above) should not raze the house to the ground. But three houses were obliterated, and the damage was so widespread that another fifty houses were damaged. The explosion blew a deep crater in the ground several yards in diameter. Although about 156 people were hurt, fortunately only six, including the four Germans in the 'plane, were killed. The local A.R.P. personnel dealt with the casualties coolly and quickly while the A.F.S. got the fire under control in an hour. Tragic and terrifying as the circumstances were, the calamity demonstrated in a practical way the efficiency of the local A.R.P.

Photos, Topical

Eye Witness Stories of Episodes and Adventures in the Second Great War

I Saw the British Land in Norway

The first eye-witness account of the landing of the British North-Western Expeditionary Force in Norway was given by Mr. J. E. Thompson, a Red Cross volunteer in the Finnish War. Mr. Thompson escaped from Oslo just after the Germans marched in, and reached London on April 24 after a most thrilling journey.

"FIVE days after I got away from Oslo with three other volunteers," said Mr. Thompson, "we reached an island on the west coast. There we were picked up by a British destroyer, one of a number patrolling the mouth of the fjord. . . .

"We steamed out into the North Sea. I said to a sailor, 'I suppose we are off home now?'

"He said, 'No, sir. We are just going out to bring in a convoy of troop-ships.'

"We headed towards England, and later saw the transports, which were escorted by warships. We joined the escort and steamed towards the Norwegian coast again.

"We were still at sea when it began to get dark. Our destroyer led the way up a fjord. Other warships lay at its mouth to guard it.

"A transport dropped anchor, and we tied up to her side. Another warship tied up on the other side.

"Troops poured out on to the decks of the destroyers. They were wonderfully equipped. They had Bren guns, and all wore mountaineering kit, with white woollen sweaters under their battle dress. A lot of them had Balaclava helmets of white sheepskin.

"They were all cheerful, all making jokes. They asked me how many Germans there were in Norway, and were very eager to know what the Norwegians were like. I told them they were wonderful people and would do everything they could for them.

"As we were chatting the signal for action stations was given. There was one German 'plane overhead, right bang over the top of us, at a great height.

"He unloaded three bombs. I watched them falling. They dropped yards away from the destroyer with a terrific crash.

"We were putting up a continuous stream of anti-aircraft fire from all around the fjord.

"The bomber was just manoeuvring into position—the troops were all below decks—when one of our shells hit the bomber on the undercarriage and it crashed in the hills. All the bombs went off and made a terrific explosion.

"The warships dispersed quickly to make a more difficult target, and we steamed on with our troops.

"We reached the landing place in the middle of the night. Our destroyer went up the fjord first and reconnoitred before the other ships followed us in.

"We landed the first troops. Each man had his full pack and equipment on his back. The sailors slung their kitbags after them. We all helped to make the job as quick as possible.

"Then other warships came up one by one and unloaded their men. It was too dark to see what was happening on shore. All we could see were dark shadows moving about; all we heard was the sound of marching feet.

"A Polish ship came in to unload her men. All we could see of that was her funnel. When she had finished unloading we were taken aboard her, and then we left the fjord to return to England.

"Our troops were the only sign of war there, and I am certain the Germans cannot have known we had landed. What struck me most was the spirits of the men. They were grand fellows, singing and enjoying the whole thing.

"The German troops I saw just before I left Oslo were different. They looked glum and depressed."

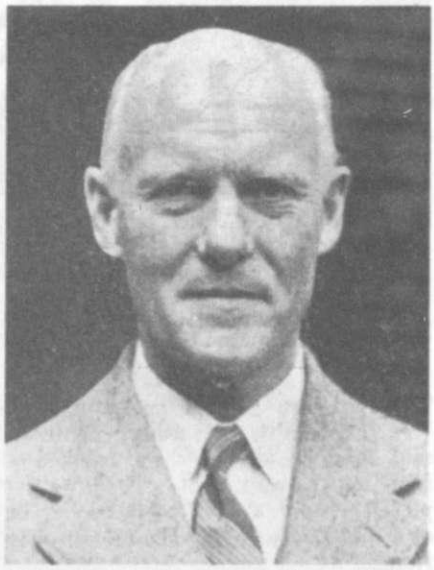
Most of the places at which men of the Expeditionary Force landed in Norway had but scant accommodation in the way of quays or other facilities for disembarking men and equipment. Many of the troops, therefore, went ashore in lighters and ships' boats, and here some of them, brought to Norway in a Polish troopship, are being ferried from ship to shore.

Photo, G.P.U.

I WAS THERE!

German Parachutists Surrendered to Us

When Major Arne Sunde, formerly the Norwegian Minister of Justice, arrived in London on April 25, he described how he had been responsible for the surrender of the German parachute troops who landed at Dombaas.



Major Arne Sunde, who tells his remarkable experiences in this page, was born in 1883. He has been a banker as well as a jurist. *Photo, G.P.U*

NORWAY'S former Minister of Justice became Major Sunde the moment he heard, in his Oslo office, that the Germans were invading Norway. He got his skis and set out on a long, lone trek to the north through snowbound pine forests.

"I have travelled thirty-five miles a day," said Major Sunde. "On the fourth, near the railway junction of Dombaas, I found the Norwegian Army counter-attacking the Germans.

"They were being led by a non-commissioned officer. Their major and another officer had been made prisoners the previous day.

"They asked me my rank. When I told them I was an infantry major of the reserve, the troops all cheered.

"'Then you will lead us,' they said.

"I learned that only about three miles away German parachute troops, with machine-guns, had fortified a farmhouse on a hill. When they came to ground they carried off two officers and forty-seven of our men in a surprise attack.

"We brought forward an anti-aircraft gun and altered its carriage so that it would fire at the farmhouse. Then my men dragged up a howitzer they had brought over the mountain roads.

"I led them in the darkness just before dawn to our positions. We surrounded the farm.

"When day broke we opened shell-fire on the stone buildings. The Nazis replied with their machine-guns from the farmhouse, the cow-sheds and the stables.

"Then I noticed men between the buildings. We were about to fire on them when we saw they were our own people; the Germans were using them as screens.

"I gave the order to cease fire. Then we learned that there were also Norwegian civilians—men, women and children—in the farm.

"I sent a soldier carrying a white flag with a letter to the German commanding officer summoning him to surrender.

"The reply he brought back stated that the Germans were in Norway as friends, and that we should conclude peace instead of attacking them.

"Just as I received this hypocritical answer, a Nazi bomber flew over. I dispatched another message to the Nazi commander, this time with an ultimatum, demanding that he signal the bomber away and then surrender.

"Oberleutnant Schmidt gave in. He signalled the 'plane with a smoke pistol, and it flew away.

"Then he marched out with his men and surrendered. I handed over my command to the major and continued my journey."—("*Daily Express.*")

We had Great Successes in Norway's Waters

Three British submarines—the "Sealion," the "Truant," and the "Triton"—received a great welcome when they returned to their home ports in the third week of April after successes in the Norwegian campaign. Here are the first-hand stories of their adventures told by members of the crews.

AS the "Sealion" moved through the dusk to her mooring place, a senior officer of the flotilla to which she is attached spoke through a microphone:

"Here comes the submarine 'Sealion,' which sank a 3,000-ton enemy transport in a position of great danger," he said.

"Ben" Bryant, the "Sealion's" commander, was at the periscope when the transport came into view. She was protected by a screen of Nazi bombers which scoured the sea around.

Lieut.-Commander Bryant gave the order: "At the torpedoes. Ready!"

It was four o'clock on a sunny afternoon. A slight gust of wind unfurled the swastika-imprinted flag at the stern of the transport. There was no longer any doubt of her identity.

The order rapped out: "Torpedoes—fire!"

Two torpedoes leaped on their way. Some moments later there was a crash—then another.

The commander called to Lieutenant Newton, his second in command.

"Have a look at this," he said, moving aside from the periscope. Other officers came and took their turn at the periscope as the transport sank.

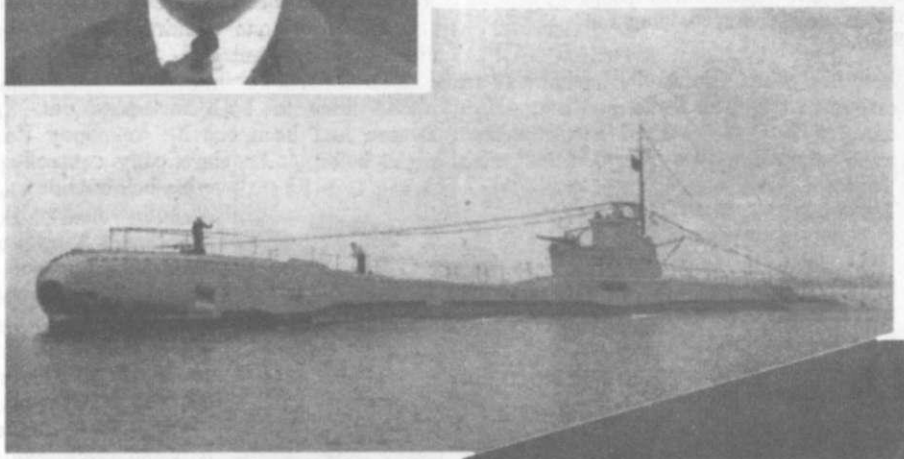
The bow of the transport ship reared high in the air. Men were seen scrambling down her sides, some jumping, some falling into the sea.

A few minutes later the transport crumpled and slid beneath the surface, leaving behind only a patch of oil, floating debris and bobbing heads.

These German 'planes are dropping men by parachute, and it was thus that the soldiers who surrendered to Major Sunde came to earth. Though Germany was the first country to use parachutes to save the lives of pilots and observers, the Russian air force was the first to land considerable bodies of troops in this way. (See also diagram in page 491.)

Photo, International Graphic Press

I WAS THERE!



Lieut.-Commander Hutchinson (top) was in command of the "Truant." Above is the "Triton," whose exploits against Nazi transports are related in this page.
Photos, Topical and Wright & Logan

"It was followed by a sharp clang as though a hatch had been smartly closed. The only damage it did was to shatter an officer's wrist-watch.

"Hours of depth-charging only affected our lights. We were reduced to emergency lighting.

"Finally we came to the surface for air and to charge our batteries. As soon as our periscope broke surface our skipper saw an enemy destroyer about 200 yards away.

"We submerged, but later rose again and resumed our homeward journey."—("*Daily Express.*")

The "Triton" accounted for a number of Nazi transport ships of between 6,000 and 10,000 tons.

Four members of the crew told of their experiences.

"We had penetrated the German defences," they said, "when we came across a target we had all been hoping to find—a convoy of transport ships, steaming at full speed towards Norway with large numbers of troops and equipment on board.

"The engagement was all over in a few minutes, but we had the time of our lives.

"Our first torpedo hit a transport ship fair and square amidships and she began to sink immediately.

"The second ship foundered in just the same way, but we were still not satisfied. We meant to make a real job of it while

Meanwhile, Nazi warplanes were scouring the sea, searching for the "Sealion." One or two passed immediately overhead, but apparently they could not discover her position, for no attacks were made.

After waiting for about five minutes the "Sealion" dived and made off to continue her patrol.—("*Daily Express.*")

The feat of H.M. submarine "Truant" is one of the most daring and most effective of the war in Norway; she sank the cruiser "Karlsruhe," after worming her way through a Nazi minefield.

The "Blücher" and the "Karlsruhe," escorted by destroyers, were blazing away at the Oslo batteries. The "Truant" came up almost in the middle of the battle.

Through her periscope six ships of the German Navy could be seen in line before her—the "Karlsruhe" and five destroyers. The Norwegians scored a hit on the "Karlsruhe," damaging but not fatal.

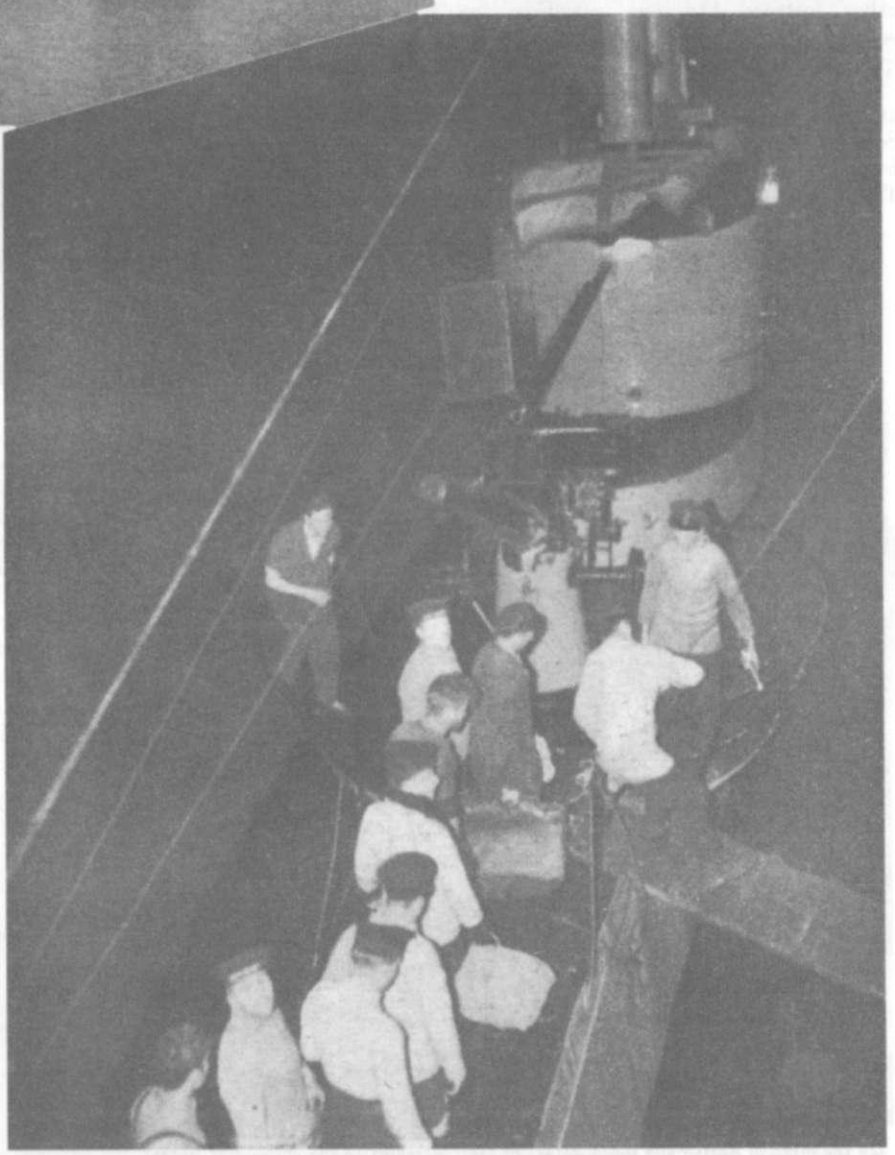
Then the "Truant" fired a torpedo, hitting the "Karlsruhe" amidships and sinking her.

One of the leading seamen of the "Truant" said:

"We had just surfaced when our skipper reported that an enemy cruiser and five destroyers were crossing our sights.

"We got into position and fired torpedoes. Depth charges were dropped, but we were undamaged.

"The most violent attack of the lot had a most extraordinary effect.



Here is the scene when the "Sealion" returned to port after her gallant and adventurous voyage. As the men come ashore from their long vigil, mostly beneath the seas, they have not their usual spick and span appearance, but submarines are not luxury ships, and a few hours on the depot ship will see these lads back to normal shore-going standard (see also page 462).

I WAS THERE!

we were about it and two more torpedoes were sent scuttling after the convoy, which was beginning to break up in confusion.

"Then the fun started for us.

"Destroyers got on our track and depth-charged us for all they were worth, but the men behaved splendidly during the attack which the Nazis kept up.

"When we reached home we found that no damage had been caused, and we shall be eager to get back into action again. On the way home we picked up an English broadcast from Stockholm which told how thousands of bodies, mostly troops, had been found floating in the sea after our engagement."—("*News Chronicle.*")

How Bergen was Taken by 100 Germans

Bergen, like Oslo, fell to German guile and treachery. The story of the occupation of the city on April 9 by a mere handful of troops is told here by a British eye-witness who succeeded in escaping and reaching England.

"THE first I knew of the possibility of invasion was about midday on Monday, April 8, when I saw a written placard in a newsagent's window announcing that 100 ships were passing through the Great Belt. At 3.30 next morning I woke to the sound of occasional gunfire. It was spasmodic, and I gathered from the sound that it came from Sandvierken fortress. So far as I know the other fortress, the one guarding the southern entrance to Bergen harbour, was quite silent.

"I got up and went down to the mole at the entrance to the small harbour. Seeing nothing there, I wandered slowly back towards my hotel along the quay. There was a burst of anti-aircraft fire from the other side of the harbour at an aeroplane which I could not see. Five minutes later I watched a motor-boat come alongside the quay, filled with German soldiers. There were about 40 of them; they were well armed, and some carried little white flags. Climbing quickly on to the quay, they announced in German that they were 'friends' to the few spectators who had by that time assembled. After another five minutes a similar motor-boat, with another 40 or 50 men, arrived at the other side of the harbour.

"I watched the German troops move up the street in threes, advancing by short stages and gradually taking control. When that had been done three officers, the one in the centre carrying some kind of banner, set out placidly to walk right through the town. No soldiers accompanied them, and they had no arms except revolvers. By 8 a.m. the Chief of Police at Bergen had been arrested and all wireless and telephone communications put under German control.

"I learned some time later that the telephone lines to both fortresses outside Bergen had been cut by somebody the night before. An electrically controlled mine-belt outside the harbour had also been made harmless by cutting the connexion. Whether the spasmodic firing which I heard from one of the fortresses was genuine or sham I do not know. The only concrete evidence of its genuineness is that I know definitely that eleven Norwegians were killed in one fortress and seven were killed in the other.

"I climbed a path above Bergen to see what was happening, since I could not understand why 100 Germans or so could control the whole town. From there I saw in the harbour two destroyers and two cruisers. Then a fifth ship—a cruiser much bigger than the other two—came in, belching white steam. She entered the harbour very slowly. This was the 'Köln,' which had been torpedoed by a submarine. That same night one of three British aircraft which came over dived low and struck her plumb amidships with one bomb. The 'Köln' sank ten minutes later.

"The civilian population seemed utterly bewildered. Many of them, fearing air attack, left the town in a long procession. They carried very little with them. Motor-coaches, cars and taxi-cabs were commandeered by the Germans immediately."

In making his escape from Bergen over the mountains, this eye-witness encountered German soldiers, who, taking him for a Norwegian, expressed much amusement at the innocence of "you Norwegians" in matters of warfare. They said, "We have been on board three ships in Bergen harbour for four weeks before the show began." One of the ships was painted with the Swedish colours, the two others with the Finnish colours. —("*The Times.*")

On the night of April 9 the R.A.F. attacked Nazi warships in the harbour at Bergen and bombed the cruiser "Köln." Above are some of a Hampden bomber crew leaving their machine after their return from the raid, and (top right) a group of sergeant-observers studying a map of the Norwegian coast in readiness for their next reconnaissance.

Photos. Keystone and P.N.A.

Norwegian Sailormen Trained to Arms in England

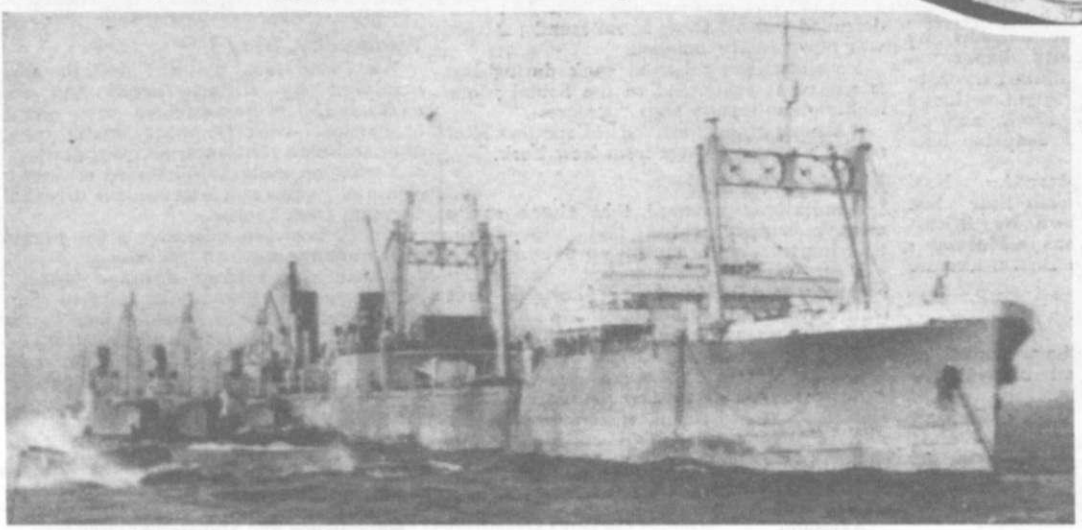
Norwegian seamen, stranded in British ports, are taught bayonet drill by Admiralty instructors. Note the determined young sailors (left) and a Norwegian master mariner, Captain Weibust (right), who is lunging at the sack as if it were Hitler!

Some of the men who will soon be returning to Norway to help in the fight for freedom are the crew of the Norwegian 2,477-ton merchant ship "Steinstad" (above), which was sunk by a U-boat while she was being convoyed across the North Sea on February 15. *Photos, Central Press and Associated Press*

When Hitler ordered the invasion of Norway and Denmark he no doubt failed to realize that his action would, in effect, give Britain millions of tons of new shipping. So it was, however, for now many Danish and Norwegian ships are sailing under the British flag. Furthermore, he deprived Germany of Norway's supplies of whale oil, a vital necessity in the manufacture of foodstuffs and fats. In 1937 Norway produced 1,192,000 barrels of oil, of which much went to Germany. When the Nazis came to power the German whaling fleet was abandoned, as it was thought that she could always depend on Norway for her supply of that essential commodity.

Norway's 4,000,000 tons of merchant shipping is to be controlled from London by a shipping and trade mission of which the head is Mr. I. Hysing Olsen (above), a prominent Norwegian shipowner.

Photo, "Evening Standard"



One of Norway's most important industries, whaling, has assumed a new significance since the Nazi invasion. Whale oil is a raw material used in the manufacture of such foodstuffs as margarine. Now Norway's whaling ships, such as the "Kosmos" (left), no longer supply Germany's need for this product.

Photo, Mondiale

HISTORIC WORDS

Extracted from Authoritative War Speeches and Statements

(*Continued from page* 466)

Friday, April 19, 1940

King Haakon and the Norwegian Government in a proclamation:

The so-called Government, formed by Major Quisling, in Oslo, immediately after the German occupation, has had to resign. It is good to know that the efforts to set up a new Government opposed to the legal Norwegian Government, under the King, have now been abandoned. Norway has only one Government, the Government appointed by the King, which has been asked unanimously by the Storting to remain in office.

The Administrative Council, which has recently been appointed in Oslo for the areas occupied by the Germans, is an emergency measure which is no substitute for the Government of Norway. This Council is bound to work in accordance with the instructions of the Power that invaded the country with brutal force. Consequently, it does not represent the will of the Norwegian people, and has no legal basis for existence in any Norwegian law. The Council may, however, to a certain degree, assist in safeguarding Norwegian rights of citizenship during the time in which the hostile Power prevails in certain parts of the country. But it is obvious that the Council will have to withdraw its powers in all areas where the Royal Norwegian Government is regaining its authority.

Every Norwegian citizen ought to feel confident that the King and the Government are making all efforts in their power to save the country from the foreign rule of force, and to re-establish a free and independent Norway as soon as possible. All Norwegians must assist in this struggle for liberty if they want to be Norwegians and call themselves Norwegians. Through united efforts we shall win our Fatherland back again and make the Norwegian people masters of their own country.

Jonkheer de Geer, Prime Minister of Holland, in a broadcast speech:

We have seen already that for fear that our neutrality should be violated, some have felt inclined to abandon this neutrality in advance by making arrangements with the belligerent parties. We are outside the conflict, and we are prepared at any time to offer our services to the belligerents if they want to use them in order to stave off the immeasurable disaster which threatens them all if they choose to continue this fight to the bitter end.

There is no question of carrying on confidential talks with both, and certainly not with one of the parties, on the supposition that the other party might attack us. As far as human help goes we rely solely upon ourselves. In addition, we have promises from both sides that our neutrality will be respected as long as we actually maintain it, and about this there can be no doubt. Therefore we do not want any arrangements, and we even shun them. The duties of our neutrality are equally sacred to us with its rights. Therefore, the Government reject all help or protection, whether it is only promised or actually forced upon them. . . .

Saturday, April 27

Herr von Ribbentrop, Nazi Foreign Minister, in an address to neutral diplomats and pressmen:

The Finnish-Russian conflict provided the first welcome opportunity for the British and French to achieve their aim of extending the war. Daladier and Chamberlain have openly stated that the Allies would use the territory of the northern States as a basis for operations, provided these States would give their consent to the passage of troops.

That statement is a downright untruth. The German Government has knowledge of a report sent by the Finnish Minister in Paris to his Government on March 12. He reported that Daladier and Churchill had given him definite assurance that, following a Finnish appeal, Allied troops would immediately leave for Norway. Norway and Sweden would be notified of this passage only in a Note, without the Government of either State being asked for its consent. . . .

The Allied intentions became even clearer when the German Government was informed of a private discussion between the French Premier, M. Reynaud, and a neutral diplomat on March 30. In this discussion the French Prime Minister was incautious enough to declare that there was no longer any danger in the West, as during the next few days decisive actions would be taken by the Western Powers in the North.

The view of the Reich Government that danger was threatening in the immediate future was corroborated a few days before April 8, when the Reich Government received information that the Allied Governments were planning to begin certain operations. The Fuehrer thereupon gave orders for the German Navy to sail. . . .

OUR DIARY OF THE WAR

Thursday, April 25, 1940

War Office communiqué stated that there had been no further fighting in area north of **Trondheim,** where enemy appeared to be digging in just north of Stenkjer.

In the South, increased enemy pressure necessitated **withdrawal of Allied forces** from positions previously held **near Lillehammer.**

French war communiqué stated that in the **Skagerrak** a **French destroyer** attacked and **sank two enemy patrol ships.**

Friday, April 26

War Office communiqué stated that **Allied troops** in Southern Norway had been **heavily engaged south of Dombaas** by strong enemy forces, supported by artillery, armoured cars and low-flying aircraft, and had been forced to make limited withdrawals. Patrols reported to have been active in area north of **Stenkjer.**

Air Ministry stated that **attacks by R.A.F. aircraft on enemy bases** in **Norway and Denmark** continued throughout Thursday and during night. Large transport attacked in Oslo Fjord, and oil tanks at Vallo set on fire. Seaplane base at Stavanger attacked.

Enemy flying-boat destroyed. Nazi bomber shot down over North Sea. **Six enemy aircraft shot down** by British fighters and anti-aircraft guns **in Norway;** eight others damaged. Five British aircraft missing.

Saturday, April 27

War Office stated that in the area north of Stenkjer British patrols had been active and captured some prisoners.

In the Gudbrandsdal a heavy German attack against Allied forces near **Kvam,** south-east of Dombaas, had been driven off with considerable enemy loss. Air action against Allied lines of communication and bases continued.

Supreme War Council held short session in London.

Von Ribbentrop, in an address to neutral diplomats and pressmen, declared that Germany had invaded Norway to forestall Allied plot to occupy the country.

Sunday, April 28

War Office stated that another German attack in the **Gudbrandsdal** had been repulsed and that **further disembarkation** had been **successfully carried out** in spite of enemy action against Aandalsnes and lines of communication.

No further news from Namsos area, where it was stated that French Alpine troops had reinforced the British.

According to reports from Stockholm, Germans are attempting to threaten Allied positions at Dombaas and Stoeren by crossing the Dovre Mountains from Toenset.

Nazi bombers violently attacked undefended coastal town of Aalesund; Molde was also heavily bombed.

Five steamers reported sunk during last few days at south end of the Sound; one identified as Danish ship "Progress."

"Queen Mary" arrived at Capetown after record 12 days' voyage from New York.

Monday, April 29

Admiralty announced that **three more enemy supply ships** had been **sunk,** bringing total since April 8 up to 28.

H.M. trawler "Hammond" sunk by bombing, and H.M. trawler "Larwood" set on fire by incendiary bomb.

War Office stated position in **Gudbrandsdal** remained unchanged. There were heavy enemy air attacks on Aandalsnes and Molde.

Anglo-French Army communiqué issued at Namsos stated that British were in touch with enemy north of Stenkjer. Enemy patrols were repulsed with losses.

Norwegian hospital ship, "Brand IV," heavily bombed by German 'planes off Aalesund.

Tuesday, April 30

War Office stated that, in **Dombaas** area, the **British,** fighting with indomitable courage, had **resisted any further enemy advance.**

North of Stenkjer British patrols inflicted heavy casualties on the enemy. **Fresh landings took place** along the coast of Norway.

Air Ministry announced that R.A.F. had successfully bombed enemy air base at **Fornebu,** near Oslo. One aircraft missing.

Nazi aircraft approached the East Coast at several points late at night. One Heinkel crashed in flames at **Clacton** and the mine it was carrying exploded. Two civilians were killed and 156 injured; at least 50 houses badly damaged.

As result of Italy's attitude, British merchant shipping is being diverted from **Mediterranean** to alternative routes.

Wednesday, May 1

War Office stated that at Narvik the **areas occupied by Allied forces** had been **extended.** In Namsos area situation was unchanged. Near Dombaas British troops, after stubborn resistance, had withdrawn.

Norwegian authorities claimed to have recaptured Roeros and later to have driven the Germans from Toenset.

R.A.F. launched extensive night **attacks on aerodromes** at Stavanger, Fornebu and Aalborg. **Heavy damage done** to aerodromes and aircraft, in spite of strong opposition. At least three enemy fighters shot down. Seven British aircraft lost.

Admiralty announced that H.M. minesweeper "Dunoon" had been sunk by mine.

Thursday, May 2

Mr. Chamberlain announced that it had been decided to abandon idea of taking Trondheim from the south and that **all British forces** had been **withdrawn from Aandalsnes** and transferred elsewhere.